

ARMY review completed. <sup>25X1</sup>

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1. MAGYAR ORIENTES HONVEDelmi SZOVETSEG (MOHSZ), HUNGARIAN VOLUNTEERS DEFENSE ORGANIZATION.

b. Source received three hours training, two days a week for two weeks. The training was given by civilian instructors on Wednesday and Friday evenings from 1800 hours to 2100 hours and included:

- (1) Eight to ten minute physical warmup periods.
- (2) History and theory of parachuting.
- (3) Jump procedures and techniques.
- (4) Chute packing, students packed their own chutes under instructor's supervision.
- (5) Low tower training, from chairs, tables and crates.
- (6) Suspended harness.
- (7) Landing training, from pulleys on landing trainers.

c. The students qualified with one jump and were issued a certificate and a log book. They jumped using either Model 51 or Model 49 chutes.

2. MOHSZ INSTRUCTORS TRAINING SCHOOL.

MOHSZ Instructors Training School at the KECSKES Airfield /57 31N - 18 19E/. Each club was required to send two or three outstanding jumpers to the school. This was the first course presented.

b. The course lasted two months and classes were given five and a half days a week with Saturday afternoon and Sunday off. During an average day, eight to ten hours of instruction were given. The instruction included:

- (1) History of parachuting.
- (2) History of outstanding parachutists.
- (3) Methods of instruction, towers, landing training, suspended harness etc.
- (4) Nomenclature and specifications of various parachutes.
- (5) Packing and rigging.
- (6) Familiarization with heavy drop equipment.
- (7) Political subjects.
- (8) Military subjects, a total of 36 hours which included:
  - (a) Weapons
  - (b) Guard duty
  - (c) Drill
  - (d) Some demolition

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- (e) Grenades
- (f) A one-hour lecture on partisan warfare
- (g) No survival training
- (h) No communications
- (i) No mines

c. There were 50-60 students in the class and their average age was about 19. The oldest was [redacted] and the youngest was 22. Five members of the group failed to complete the course.

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The students wore old type Hungarian uniforms and Soviet type caps or PILONAS.

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d. There were three instructors at the school, all Air Force Lieutenants. The director of the school was Jeno TOTI, a Hungarian Air Force First Lieutenant. TOTI [redacted]

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f. Later in 1953 a similar course was given at BUDAPEST. It was a one-month course for assistant instructors and had from 40-50 students.

g. A jump master course of two months duration was presented in ALAG [redacted] 38W - 19 09E in 1955. It had from 50-60 students.

### 3. DEACTIVATION OF PARACHUTE BATTALION IN 1952.

a. In October 1952, the Parachute Battalion at FENESVAR [redacted] Co-ordinates not available was commanded by Imre NAGY M, an airborne Captain who had been a border guard officer and was given three weeks jump training and transferred to the airborne battalion. He received his orders directly from the Ministry of Defense and had only one officer above him, an airborne Lieutenant at Ministry level [redacted] Note: this was not unusual due to political reliability.

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#### b. Captain NAGY

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c. In October 1952, the parachute battalion, the only one in Hungary, was disbanded at FENESVAR and Captain NAGY was re-designated a Hungarian Air Force officer and sent to KISMADAROS. All of the other officers and enlisted men became air force personnel and were scattered to air fields, throughout Hungary.

d. [redacted] the Hungarian Army had some parachute riggers and equipment drop personnel as late as 1956. There was no regular unit and the personnel were subordinate directly to the Ministry of Defense, but were attached to units of various types in the Hungarian Army. They wore the regular army uniforms with tabs and epaulettes of the branch to which they were attached, but wore the airborne gold insignia on their collar tabs. This insignia was a parachute with crossed machine pistols below. [redacted] these personnel had large and small, square type equipment chutes. [redacted] the total number of such personnel [redacted] there were not many.

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#### 4. PARACHUTE MAINTENANCE PERSONNEL AT BUDAORS AIR FIELD, BUDAPEST.

b. The section consisted of one lieutenant and two enlisted men [redacted]. The section received no training other than on-the-job training. They packed chutes and did minor repairs. They were assigned to the Budaors Air Field but could receive orders directly from the Ministry of Defense.

c. They were authorized to make minor repairs on packs and trays, replace grommets and elastic retainers and repair slits in canopies up to 10 centimeters in length. They were not permitted to repair suspension lines or harnesses. All other damaged chutes were sent to the KONFECIA factory at FERERVAR. This factory did all major parachute repair work in Hungary and also manufactured new chutes and equipment.

d. [redacted] there were no special rigger or packing schools in Hungary, but that once or twice a year, all air force officers were assembled at the various fields for a two or three day class on new developments in parachuting. These classes were given by a Lieutenant [redacted] who had been assigned to the Ministry of Defense in 1952.

e. [redacted] there were approximately 120 riggers in the Hungarian Air Force, including officers and enlisted men, and that there were definitely not more than 150.

f. The Rigger Section was also responsible for training new pilots to jump. They were given 70 hours of training scattered over a period of from two to two and one half months. Of the training about one-third was on chutes and packing, one-third in the training area [redacted] and one-third was general instruction on methods of jumping. From 80 to 100 jumpers were trained at Budaors Air Field [redacted]. Normally they were trained in groups of about 25 men.

g. [redacted] the regular air force uniform with light blue tabs, airborne insignia [redacted] the tabs, and an instructor's badge [redacted] over the right breast pocket.

#### 5. PARACHUTES AND HEAVY DROP EQUIPMENT.

a. [redacted] Budaors Air Field received three equipment containers [redacted] and five equipment mats [redacted]. The rigging section only played with this equipment and tried to develop new ways of using it. Except for American heavy drops, [redacted] some type of electronic DE guide equipment, [redacted]

b. [redacted] all of the chutes and equipment came to them from FERERVAR, where all parachute equipment was stored. It was kept in a warehouse, 15 m high, 50 m long and 25 m wide, which was located about seven km from the KONFECIA factory. The interior of the building was filled with bins in which chutes and equipment were stored. [redacted] the building contained approximately 5,000 chutes of various types and some drop equipment.

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Respecting this, which is not productive

[illegible]

ASSTANT

ITEM	QTY	UNIT	PRICE	TOTAL
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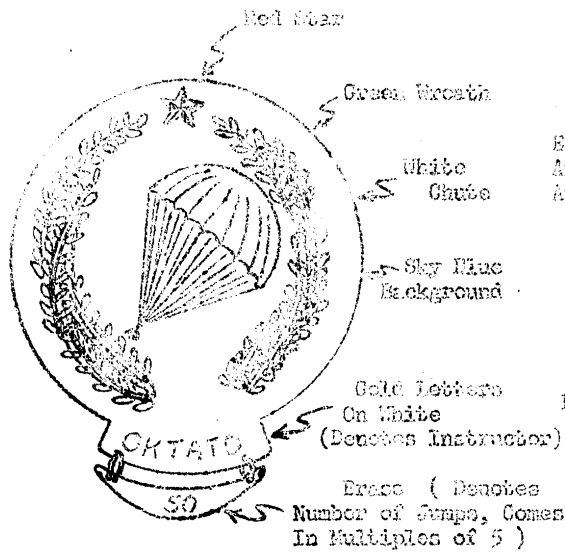
NY 100-90451

REPLACES GDS FORM 570, 1 APR 70, WHICH MAY BE USED  
CALLING - REMOTE PROCESSING UNIT BEFORE 1970.

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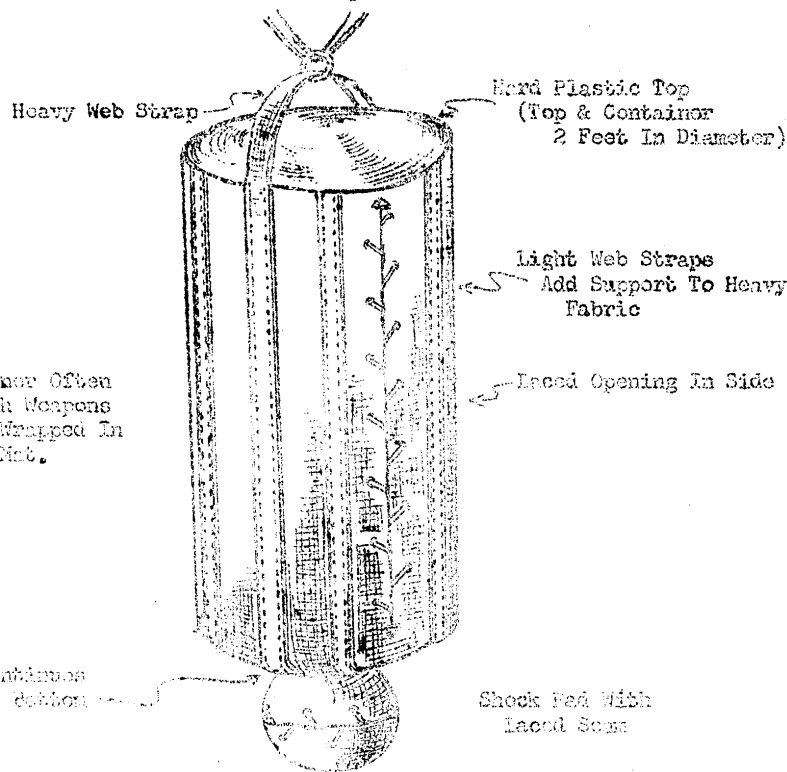
Memory Patch,  
Not to Scale

Entire Badge Made of Enamelled  
And Enameled Brass  
Approx. 1 1/2" In Diameter.

INDIGIANIAN RIGGERS - BAYNE (U)  
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Regarding Data Cannot Be Pre-  
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Figure 2



Note: Container Often  
Packed With Weapons  
And Then Wrapped In  
Equipment Mat.

PARACHUTE EQUIPMENT CONTAINER (U)

Figure 3

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NOTE: The design of the container is subject to change without notice. The design of the container is subject to change without notice. The design of the container is subject to change without notice.

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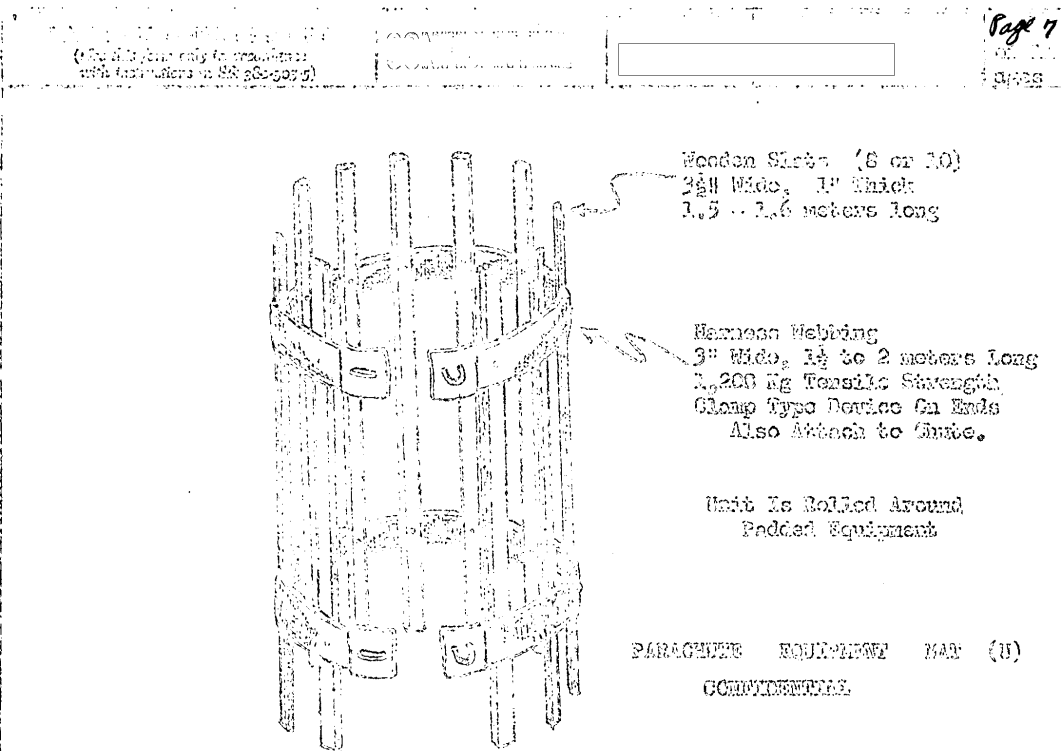


Figure 4

Regarding Data Cannot Be Predetermined

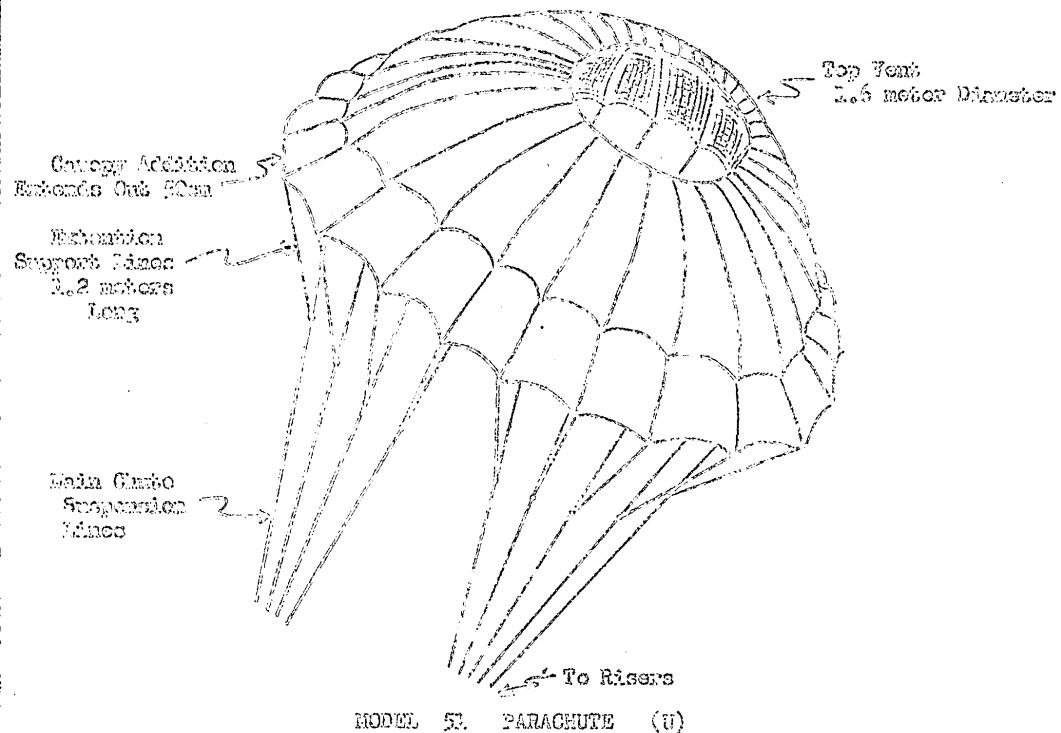


Figure 5

Regarding Data Cannot Be Predetermined

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FORM 10418-1

REPLACES GPO FORM 10418-1, APR 60, WHICH MAY BE USED.  
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d. The PD-6 is a general use chute, used for sports and mass jumps, and is packed both as a back pack and as a belly pack chute for reserve.

(1) Canopy - 28 panels, four sections in each panel. cut on bias; some made of silk but most made of MOLINO

this was not a synthetic fabric but a blended natural fabric/. Canopy fabric has 90-100 kg tensile strength. Diameter of canopy is 7.60 meters and the apex vent is 60 cm in diameter. Panels are 3.20 meters in length.

(2) Suspension lines - 28 lines, 160-180 kg tensile strength, rubberized core with linen sheath, close woven. Risers are tested for 800 kg but will withstand 1200 kg.

(3) Harness - conventional, three-point buckle and "D" ring with back or belly pack.

(4) Packed weight - 16 - 17 kg.

(5) Characteristics - Chute deployed by an eight string pilot chute, 60 or 80 cm in diameter; drifts are average; slips easily; rate of descent 5 meters per second or less. No quick release.

e. The PD-6-R-48 is a modified PD-6 used as a belly pack primarily for reserve.

(1) Canopy - Same as PD-6 but more peaked; panels are 3.40 - 3.50 meters in length.

(2) Suspension lines - Same as PD-6.

(3) Harness - Same as belly pack PD-6.

(4) Packed Weight - Approximately same as PD-6.

(5) Characteristics - Rough opening, bruises shoulders, oscillates badly, slips fair. Rate of descent 7 meters per second. No quick release. Deployed same as PD-6.

f. The Model 49 chute is used both as a back pack, static line and a pilot seat or belly pack. It is used for beginners and combat type jumps.

(1) Canopy - 28 panels, 4 sections to a panel, each section made of 80 percent nylon and 20 percent silk and cut on bias; tensile strength 80 - 100 kg; diameter 7.50 meters; apex vent is 40-50 cm in diameter.

(2) Suspension lines - Same as PD-6.

(3) Harness - Back and belly pack has same harness as the PD-6. Seat pack has a quick release.

(4) Characteristics - Deploys similar to US T-10, lines deploy first; uses 38 lb break cord attached to apex; rate of descent is six to seven meters per second; easy to slip, but oscillates badly. This chute was tested at 45 meters, speed 220 km per hour, using an 85 kg dummy. There was no canopy damage and chute deployed properly. made mass jumps with the model 49 chute at 100 meters.

g. The Model 51 chute is used primarily for practice, combat type jumps. It carries a PD-6 for reserve.

(1) Canopy - 28 panels, four sections to a panel, each section made of silk with 90 - 100 kg tensile strength. The canopy has a nine meter diameter including the extra skirt. Panel length is 4.10-4.20 meters and apex is 1.60 cm in diameter. The canopy is relatively flat.

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(2) Suspension lines - Same as PD-6 in tensile strength. Lines are seven meters long from main skirt to risers. Lines from the extra skirt are 1.20 meters in length and 28 such lines join all 28 suspension lines

(3) Harness - Same as PD-6, but only the back pack is used with a static line.

(4) Packed weight - 13 kg.

(5) Characteristics - Static line is operated the same as for the Model 49 chute. Jumped at 200 meters, four seconds opening, easy opening shock, very little oscillation, easy to slip, rate of descent four to five meters per second. This chute will drift 700 meters from an 800 meter height with six km wind.

h. The Model 47 chute is commonly called square, but is rectangular in shape, eight meters long by six meters wide. It is used for mass and practice jumps.

(1) Canopy - Rectangular in shape; 28 panels, four sections each, made of MOLINO with tensile strength of 90-100 kg. Hungarians had only white canopies. Panels on corners are four meters long; no apex vent; and the suspension lines only continue into the canopy for about 20 cm. From that point a stronger one inch strap continues across the canopy.

(2) Suspension lines - 28 lines, tensile strength 160-180 kg. Each corner had two lines which joined 2.21 meters below the skirt and continued down double strength. Lines are seven meters in length from skirt to riser.

(3) Harness - Same as for the PD-6 chute, but the Model 47 chute has two rip cords. It comes in a back pack or belly pack but source never saw the belly pack.

(4) Packed weight - 17 kg without reserve; 24 kg with PD-47 chute for reserve.

(5) Characteristics -

(a) This chute was sock packed. The static line was not attached to the chute but only pulled the right hand rip cord which released a pilot chute, pulling out the lines first and then pulling the sock sleeve off of the canopy. Sock and pilot chute then descended together, and were separate from the canopy. Chute could also be opened with standard type, left hand rip cord.

(b) Deployment time 4 1/2 seconds, recommended jumping height 800 meters but source jumped at 500 meters. chute could be jumped at 200 meters. jumped at 300 km per hour but 200-250 km is recommended.

(c) Rate of descent - two meters per second in good weather, maximum four meters per second with poor conditions. Chute can be slipped fast by pulling one front riser. It is easy to slip. Chute can be practically stopped by pulling both rear risers.

(d) Chute automatically keeps jumper's back to the wind, and the chute turns with the wind. It drifts badly. Landing is rough in above seven km wind. Very little oscillation.

(e)

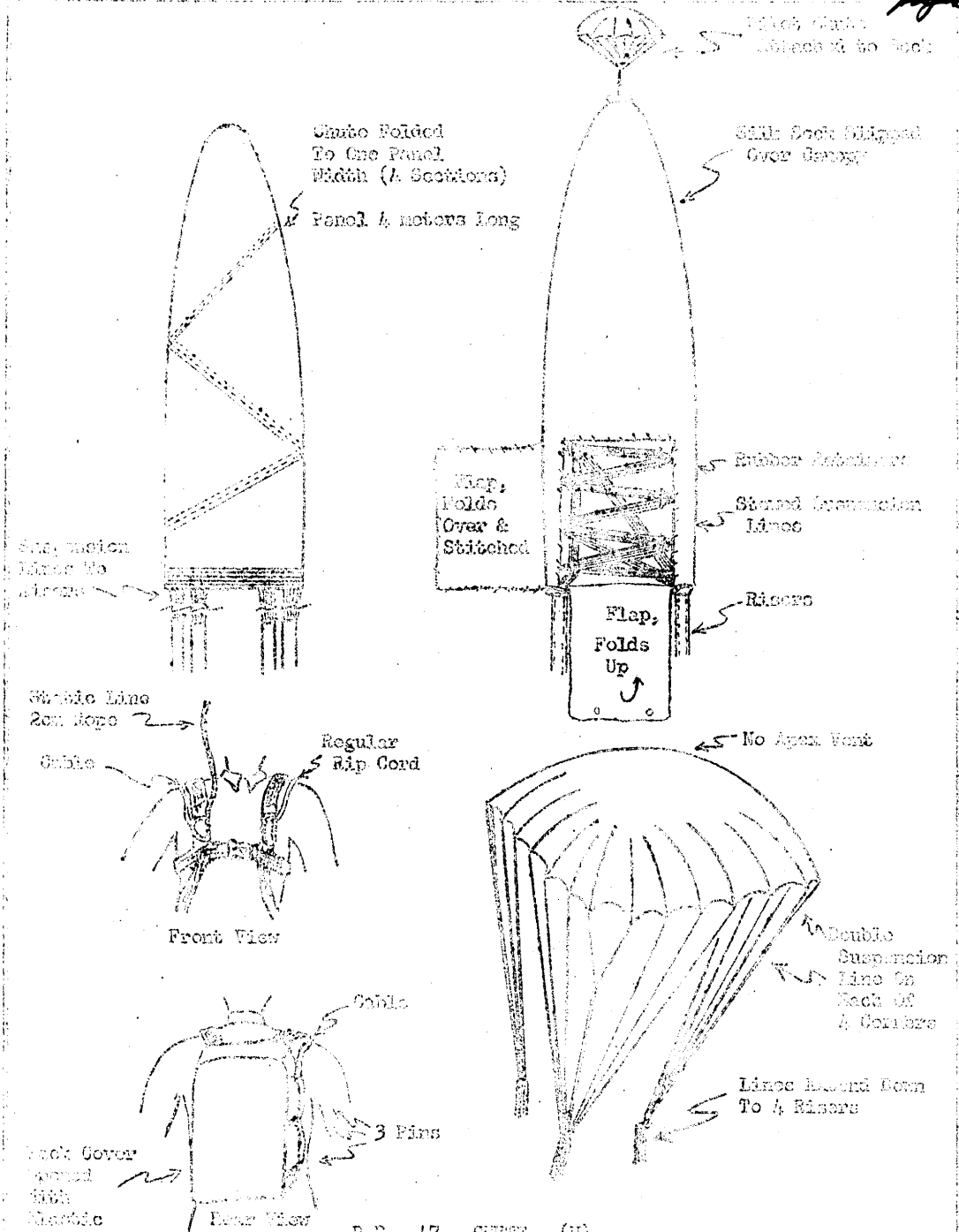
#### G. POSSIBLE HUNGARIAN PARTICIPANTS IN 1957 PARACHUTE MEET IN YUGOSLAVIA.

a. that MOSES had been disbanded. if a civilian organization is represented in YUGOSLAVIA in 1957, the four below listed men may participate:

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P D 47 GROUP (U)

Figure 6

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Landing Data Cannot Be Predicted

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- \* Ferenc **BOLLOSI**
- \* Sandor **KASTE**
- Jozsef **FRUMA**
- Mihaly **MAGYAR**

If the military is represented,  the following may participate:

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- \* Jeno **TOTE**, 1st Lieutenant, Hungarian Air Force

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Sandor **ARADI**, 1st Lieutenant, Hungarian Air Force

**ALBERT**, 1st Lieutenant, Hungarian Air Force

(\* denotes 1956 participant in MOSCOW meet.)

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